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The Developing Power Of Rice In South Texas.

Why Colonel Lott Is Building His
Railroad to Brownsville.

From Cuero Star:

You may talk about your cattle, your cotton and your corn, but the greatest developer this country has ever seen is rice. In proof of this you need only refer to the several railroads that are now being constructed in South Texas solely because of rice. In the first place the Cane Belt and the Southern Pacific built through Bay City and Matagorda and other counties solely because of the rice industry.

Brownsville labored in vain for years with all sorts of bonuses and failed to get a road. Now that she has gone extensively into rice two roads have obligated themselves to be there in a year, construction being about to begin on both. Irrigation and rice in Hidalgo is to take a long spur from each of these lines into her borders. The Southern Pacific has just agreed with rice promoters to give them a line 28 miles long into Refugio county. Col. Lott will at once amend his charter to skirt the coast around from Sinton east to Houston and the rice movement will furnish its chief outgoing tonnage. Aside from these roads which will actually be built, many others are in contemplation with rice as a chief factor of freight.

On the other hand cattle from fine ranches are driven hundreds of miles to a railroad and we think nothing of hauling cotton forty or fifty miles. When too far from a road corn is always fed up unless the price is especially fine. The cotton and corn field and the cattle or sheep ranch just simply do not control railway construction. For years people in a fine country like Ridderville, Rancho, Smiley and contiguous territory have made great efforts to get a road but without success. Had they been engaged in rice farming the roads would have come in on their own accord to get the advantage of the vast tonnage that would thus be created. We don't say whether or not our friends out that way should plant rice, but we do say that rice as a drawing card for railroads in Texas stands unrivalled, scarcely equalled even by oil.

NOTICE OF MEETING OF STOCKHOLDERS.

Office of St. Louis, Brownsville & Mexico Ry. Co., Corpus Christi, Texas. Notice is hereby given that a special stockholders' meeting is called for Sept. 22, 1903, at the temporary offices of this company at Corpus Christi, Texas, for the purpose of authorizing an increase of the capital stock to a total of Three Million Eight Hundred and Fifty Thousand (\$3,850,000) Dollars. Also for the purpose of authorizing the board of directors to file an amendment, or amendments, to its present charter providing for the extension of its main line from a point at or near Sinton, in San Patricio county, through Refugio, Victoria, Calhoun, Jackson, Wharton, Matagorda, Brazoria and Fort Bend counties to the city of Houston, in Harris county; with a branch from said extended main line from a point not more than six miles distant from Chenango, in Brazoria county, to the city of Galveston, in Galveston county. Also for a branch from its present main line at Kingsville in Nueces county, southwest through Hidalgo county to a point sixty miles distant therefrom in Starr county.

Attest: **URIAH LOTT,**
President.
CAESAR KLEBERG,
Secretary.

Two-thirds of the world's sugar is made from beets.

Active Work On Lott Road.

R. M. Johnston of St. Elmo, Illinois, arrived here last night and is going to stay here till the St. L., B. & M. railway is finished. He says that Johnston Bros., the well-known contractors, who have undertaken to build the road, have sublet the job to himself and P. F. Reed and F. W. Johnston. He will open offices here and expects his stenographer and his accountant to be installed at once. Next Monday he will begin apportioning the work to grading contractors and active railway building will begin just as soon the gangs can be located on the line. Work will begin at the junction with the Tex.-Mex. track 16 miles west of Corpus Christi.—Corpus Christi Crony.

A Practical Suggestion.

Good Scheme to Advertise the Rio Grande Country's Resources.

The writer, on boarding the train at Reynosa last Tuesday, had the pleasure of meeting and conversing with Messrs. Johnston and Leake, the former, secretary and treasurer, and the latter one of the directors of the Brownsville Land and Irrigation Company. The gentlemen are visiting Brownsville in connection with their company affairs, which, by the way, they report to be in a most encouraging and flourishing condition. They are just returned from the East and Northwest, and are enthusiastic over the most excellent prospects of getting two lines of railway to this section, within a comparatively short time.

Mr. Johnston made a suggestion, (stating that his company would favor and aid the scheme) which, if adopted and carried through successfully, would advertise this country as nothing else in the world possibly could. It is no more not less than the shipment, for exhibition in the larger cities of the United States, at the earliest date practicable after the completion of one of the roads to Brownsville, by a special train made up of refrigerator and Pullman cars, of specimen field and garden products of Cameron and Hidalgo counties, such as rice, sugar-cane, alfalfa, garden truck, etc., etc., in fact everything grown in field and garden; each particular specimen to be the finest of its kind. The train to be in charge of a party of our representative citizens, who would talk up the country, and make known to each and every interested inquirer, who and what we are, where we live and what we do, the kind of country we live in, and the numerous advantages it offers the industrious man and home seeker. Hidalgo will do her part, how does Cameron county stand?—Hidalgo Advance.

PROPOSALS FOR CONSTRUCTION OF A SEWERAGE SYSTEM.—Office of Chief Quartermaster, Department of Texas, San Antonio, Texas, August 1, 1903. Sealed proposals, in triplicate, will be received until 12 o'clock noon, August 31, 1903, and then opened for the construction of a sewerage system at Fort Brown, Texas, according to plans and specifications to be seen at this office and office of post quartermaster, Fort Brown, Texas. U. S. reserves the right to reject any and all bids. Information furnished on application. **JNO. L. CLEM, D. Q. M. G., U. S. A., C. Q. M.**

All the navigable rivers of Russia are connected by canals.

Hidalgo News.

Late Items of Interest Clipped from the Wide Awake Advance.

Master Jose Vela, son of Don Amado Vela, a long time resident of the county, but now of San Domingo, Starr county, came to town last week to visit some of his old time friends and relatives here. He was the guest of his uncle, W. B. Barton.

Don Jose L. Gallardo started last Tuesday en route to Dallas, accompanied by his son Agripin, whom he will leave at the Dallas Commercial College, to take a year's instructions in that institution. Mr. Gallardo is one of our progressive citizens and is preparing to take advantage of the new order of things that are coming this way.

Miss Alice Dougherty and Miss Mamie Closner came up the latter part of the week on a short visit to friends and relatives here. Miss Dougherty and her niece intend leaving soon for New York, where Miss Mamie will enter school.

Miss Caroline Champion arrived from Brownsville Friday, and is a guest at Mrs. W. P. Dougherty's.

Our old friend James Arnold of Fort Ringgold, after thirty-seven years faithful service in the U. S. Army, as a soldier during the civil war, afterwards as teamster, wagon-master and corral boss, has secured a pension and will soon take a well-earned rest in San Antonio. Jim has friends all through this section, and is recognized as the best mule driver on this frontier. Had it not been for his bashfulness and native modesty he might have been a brigadier general.

Prof. Thomas Hart came down with Mr. Langley Friday from Davis. Mr. Hart is now ready to begin the instruction of the teachers during August, after that he will take charge of the Hidalgo public school.

The new hall of the Mexican Knights of Honor will be completed and ready for occupancy this week. Since it was inaugurated, about eight months ago, this order has grown wonderfully, and is still increasing in membership. None but men of good character are admitted, and it promises to be an important factor socially.

Pertinent Suggestions.

Down in Texas on the Rio Grande they feel good about railways and crops. The Hidalgo Advance says Cameron county would have marketed the first bale of cotton this year but the staple blossomed in a field separated from a gin by 100 miles of bad roads. Right here is a hint as to what is the really most important item in the development of any country. The valley of the Rio Bravo must get good roads, honestly if it can, but it must get good roads. Cameron, Hidalgo and Starr are about to come to the front and they have many horrible examples in other counties not far from them of how not to build good roads. It will be their own fault if they adopt the worn-out policy of throwing up dirt grades which melt away in every heavy dew. It takes something tougher than virgin soil to make good roads. There is little doubt that the right things will be done. Those people down there are pretty wise sort of folks.—Corpus Crony.